being used. Inspections of points and crossings have been intensified.

5. The condition of rolling stock has been improved. Conventional 4-wheeled wagons with brass bearings and vacuum brake system are being replaced with better bogie, roller bearing air-braked stock.

6. To prevent cases of cold breakage of exles, Routine Overhaul Depots have been equipped with ultrasonic testing equipment for timely detection of flaws developing in the axles.

7. Counselling and training of train passing staff and gatemen for detection of hot boxes has been intensified.

8. Examination pattern of goods and coaching trains has, been rationalised.

9. Workshops have been advised to acquire ISO 9002 certification for roller bearing, laminated bearing springs and slack adjuster barrel repair sections having direct bearing on safety.

10. Capacity for periodical overhaul of coaches has been augmented by conversion of erstwhile workshops for metre gauge coaches at Ajmer, Dibrugarh, Hubli and Jodhpur into broad gauge.

11. Punitive action is token against staff responsible for causing derailments.

Supply of HDGC wire to Railways

3009. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of manufacturers of Hard Drawn Grooved Coper contact (HDGC) wire with the technique of Cold Pressure Butt Welding Joints are registered with Indian Railways after approval of R.D.S.O., Lucknow;

(b) if so, the names of such manufacturers with, total length of the material supplied by each;

(c) whether any evaluation of the products has since been undertaken by Indian Railways; and

(d) if not, the reasons for asking new suppliers to supply the material in terms of specifications as in (a)?

THE MIHSITER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Only one firm i.e. M/s Veekay General Industries, Delhi is registered with RDSO for supply of HDGC wire with the technique of Cold Pressure Butt Welding Joints. About 140 Metric Tonnes of H.D.G.C. wire with this tephnique has been supplied by this firm. .

(c) Efficacy of the joint with Cold Pressure Butt Welding technique has been evaluated by RDSO/Lucknow and the joint has been found to comply with requirements of various tests as per specification.

(d) Does not arise.

Violation of Instructions Regarding supply of the HDGC wire to Railways

3010. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some instructions have been issued by the Ministry stopping enlisting of suppliersmanufacturers for supply of Hard Drawn Grooved Copper Contact wire with Silver Brazed Base Joints for railway electrification in future;

(b) whether such instructions have not been made applicable to the present suppliers of HDGC Contact Wire with Silver Brazed base Joints;

(c) whether the said instructions have been issued to help the present suppliers to keep the new suppliers out of race;

(d) whether Government Propose to get the matter investigated to ensure that. the instructions are not issued with malafidc intentions; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) and (e) The instructions to stop supplies/manufacture of HDGC Wire with Silver Brazed Joints have been issued with a view to improve reliability of HDGC Wire and to prevent disruption of train movement due to failure of Joints in silver brazed HDGC wire.

Construction of new bridge at Patna and doubling of Mokama bridge

3011. DR. JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that proposals for construction of a new bridge at Patna and laying of double rail line on Mokama Railway Bridge were improved in 1W9;

(b) if so, the details thereof; and

(c) whether construction work has started thereon and if not, the reasons therefore and by when these are proposed to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) Do not arise. However, construction of Ganga bridge at Patna with linking lines between Patna and Hazipur has been included in the Budget, 1997-98 and construction work would be started after necessary clearances have been obtained.

Gauge conversion of Katihar-Purnca and Manshi-Forbesganj rail line

3012. DR. JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the proposals for Broad Gauge rail line between Katihar and Purnea and Manshi to Forbesganj, were approved in 1989;

(b) if so, whether the construction work on these projects has since been taken up; and

(c) if so, when, and if not, the reasons therefor and by when it is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) Work has already been started between Mansi and Saharsa as the first phase of conversion of the line from Mansi to Forbesganj. The scope of this project is being increased from Forbesganj to Katihar which includes Purnea-Katihar. Work on the remaining section would be taken up in the coming years.

भोपाल के लिए एक तेज रलेगाडी शुरु करना

3013. **श्री नारायण प्रसाद गुप्ताः** क्या रेल मंत्री यह बताने की कृपा करेंगे किः

(क) क्या मध्य प्रदेश के जन प्रतिनिधियों द्वारा भोपाल और नई दिल्ली के बीच एक तेज रेलगाडी की लगातार मांग की जाती रही है;

(ख) क्या यह सच है कि राज्य की राजधानी भोपाल को इस प्रकार की कोई सुविधा प्रदान नहीं की गई है;

(ग) क्या यह भी सच है कि प्रत्येक बड़े राज्य की राजधानी को यह सुविधा दी गई है; और

(घ) क्या सरकार द्वारा इस संबंध में बढ़ती हुई मांग को ध्यान में रखते हुए इस आवश्यकता को पूरा करने पर विचार कर रही है, यदि हां, तो कब तक?